RAILWAY INTERESTS.

WEST SHORE IN THE PASSENGER POOL,

FURTHER CONFERENCE OF THE JOINT EXECUTIVE - COMMITTEE THIS WEEK.

The attractions of New-York life have proved too much for the passenger agents who are now assembled in this city to discuss matters relating to the Joint Executive Committee, and the meeting has adjourned over till to-merrow. At their session yesterday the New-York, West Shore and Buffalo Railroad was admitted to the committee. In a letter to Assistant-Commissioner Pier son, Henry Moustt, general passenger agent of the West

Shore, says:

There is no objection on the part of the West Shore Company to becoming a party to the Joint Executive Company to becoming a party to the Joint Executive Committee organization, with the general understanding that none of its rules shall become operative until such time as the West Shore is equitably represented in the coupon offices of its western connections; and with the further understanding that for a period of at least six months the lowest differential rates between Boston and Chicago, New-York and Chicago and between other differential fares points shall apply to the West Shore route in both directions.

These lowers, which were accounted, by all the roads.

These terms, which were accepted by all the roads ent at the meeting, allow the West Shore a rate of \$18 50 between New-York and Calcago (the same rate as that by the Eric and the Baltimore and Ohio routes) against a fare of \$20 by the New York Central and the Pennsylvania lines. In their resolution admitting the at Shore to membership the passenger agents of the

West Shore to membership the passenger agents of the pool roads say:

The invitation to the New-York, West Shore and Buffalo Railroad Company to become parties to the Joint Executive Committee is understood to invite them to all the protection and privileges which are egloyed by any other company represented on that committee; and, while we deprecate the necessity for any road to issue its own the kets at points beyond its termini, we recomize the propriety for every company represented in this committee to take such reasonable measures for the protection of its business in the territory from which its traffic ought to be derived as do not encroach on the rights of other members in the committee, whenever, in the judgment of the chairman, connecting lines refuse or neglect to extend reasonable facilities in the way of ticket representation. As regards the award of differential fares for an equitable regulation of the currents of traffic, all the roads now represented in the Joint Executive Committee have eliner agreed what these differences shall be, or, failing to agree, have recognized the principle of a bitration. While we do not desire to enter upon agreements as to particular things which might come in conflict with this precedent, we recognize that the lack of facilities which characterize the opening of a new line, such as scanty representation in tickets, want of favorable connections and lack of advertising, entitle such roads to a liberal consideration in the matter of rates; and we are willing to concede the New York, West Shore and Buffalo Railroad Company such consideration.

At present the West Shore has through passenger arrangements west of Buffalo only with the Grand Trunk road. Some railroad men regard the conditions granted

rangements west of Buffalo only with the Grand Trunk d. Some railroad men regard the conditions granted to it by the pool lines as capable of generous interpretation which may not be conducive to the permanency of through passenger rates. The programme for the future meeting of the Joint Executive Committee is a consideration of the proposed interior pools to-morrow and the completion of the revisions of the differential fare schedule

RAPID TRANSIT RESTRICTIONS. The Rapid Transit Commissioners yesterday.

at No. 462 Tenth-ave., examined the working model of the proposed surface railroad of Dubruial and Gornall.

an opinion in which he declares that the "Commission is an opinion in which he declares that the paid is a state of the paid is an opinion in which the paid is a state of the paid is an opinion in which he declares that the paid is an opinion in which he declares that the paid is an opinion in which he declares that the paid is a state of the paid is an opinion in which the paid is a state of the paid is an opinion in which the paid is a state of the paid is an opinion in which the paid is a state of the paid is a state of the paid is an opinion in which the paid is a state of the paid is an opinion in which the paid is a state of the paid is a state of the paid is an opinion in which the paid ertain prohibited streets, etc., "and the routes so located nay be for railways wholly or in part elevated, surface may be for railways wholly or in part elevated, surface or underground; and may be operated by the force and power of steam exerted in any form whatsoever or by any motor other than animal power. The streets, avenues, boulevards, lands, properties and places, upon or across which the Commission has not power to authorize the construction of a surface steam railway or railways, seem to be: Broadway, below Fifty-ninth-st; Fourth-ave, above Forty-second-st; such portions of streets and avenues as are already legally authorized for, or occupied by an elevated or underground railway. "The phrase "portion of streets, etc.," designated for, or occupied by clevated or underground railway. "The phrase "portion of streets, etc.," designated for, or occupied by clevated or underground roads, as used in section four of the original act, cannot be extended to mean more than the actual space on or above or beneath the surface designated or occupied for such roads—such occupation to include space for the supports of elevated roads. The remaining surface portion of the street is not prohibited to steam surface roads; such as may be public parks, or occupied by buildings belonging to the City and County of New-York, the State of New-York, or the United States; St. Nicholas-ave, and the boilevards, that these may be crossed by surface or elevated railways) and such portions of streets or avenues as are now so completely occupied by horse railroads as not to admit of an additional track.

"All these restrictions appligit elevated steam railways, and as to them the following additional restrictions must be regarded; Second-ave, below Twenty-third-st., Nassau-st., Broad-st., Wall-st., Printing House Square, south of Frankfort-st." or underground; and may be operated by the force and

ARBITRATING RAILWAY DIFFERENCES.

The arbitrators appointed at the suggestion of Asbbel Green, receiver of the North River Construction Company, to adjust the accounts of that company West Shore and Buffalo Ratiway a Company have full powers to jexmaine not only the construction account but also all other accounts between the companies. It is understood that Mr. Green will submit the report of the arbitrators, when made, to the Chancellor of New Jersey-by whom he was appointed receiver. The character and experience of the arbitrators are accepted as a surety of the Missouri Pacific Company in opposition to the vari-

p indence and integrity of the committee.

The persons selected to reconcile the differences between Conrad N. Jordan, recently treasurer of the New-York, Out and and Western Halway, and the other officers 6) the company are William A. Booth, president of the Taird National Bank, George S. Coe, President of the Amer-Intel National Bank, George S. Cor, President of the American Exchange S attornal Bank, and Charles J. Cauda, one of the directors of the company. At first the committee was to be composed of five members, but the number was to be composed of five members, but the number was to the composity to three. One of the executive officers of the composity foundated: "We should have been willing to leave the matter to any one of the three measures. The company is perfectly satisfied with the

BURLINGTON RAILROAD ACCEDES. AN ARRANGEMENT MADE WITH THE TRIPARTITE

BUADS, "

Curcano, Jan. 26,-A private confer-Cate was held last night between Mesers Fotter of the Furbrator Railroad; Cable of the Rock Island Railroad; between Pacific Railroad Company, appeared before the Senate Committee on Public Lands, to-day, and made an argument against the forfeiture of any portion of the Northern Pacific Land Grant. He gave

Alexander Mitchell, president of the St. Paul Rallway, and yesternlay that he had received early in the morn-ing a private disputch from General Manager Merrill' amounting a practical settlement of the differences be-tween the four pool roads. "The disputch stated that Mr' Potter, of the Burlington road, had agreed to the new that he should get the assent of President Perkins. He started at once for Burlington. I have received no later

news, but I consider the matter settled."
"Did your dispatch indicate the terms of the new

"Not at all," Mr. Mitchell replied, "and I did not ex-

"Not at all," Mr. Mitchell replied, "and I did not expect that it would. Whatever agreement has been made, I am sure that it is based on fair and equitable terms; it would not be made otherwise. But on the information of Mr. Merrill's dispatch, I am sure that a settlement of the transles has been reached."

At the general office of the Chicago, Burlington and damey Railroad here no definite advices have been received regarding the situation at the West. Late on Friday night a telegrapaid dispatch was received ordering that bright rates between Missouri River and Utah places be restored to the regular tariff. They have been ruling from the river to Ogilen at about 25 cents per 100 pounds against a schedule rate of \$3. The first message from the West yesterday morning, however, was a telegram countermanding the order of Friday night and directing that business be taken at the prevailing cut rates. No other instructions were received up to the time the office closed.

A SOUTH CAROLINA PROJECT.

COLUMBIA, S. C., Jan. 26 .- Ex-Governor will be pushed to completion in a few months. The financial agent of the company is now in London and has succeeded in interesting several prominent Englishmen in the enterprise. The City of Alken has subscribed \$30,000 to the enterprise. The line is to extend from Alken, S. O., to London, Ky., where it will connect with the Louisville and Nashville system. Of the 125 miles Hagood, president of the Charleston, Cumberland Gap

graded. Connections will be made with the South Carolina Railroad at Aiken, with Charlotte, Columbia and Augusta at Trenton; with the Augusta and Knoxyllie at Greenwood; with the Columbia and Green-yllie and the Fiedmont Air Line at Greenville; with the East Tennessee, Virginia and Geogria at Knoxyllie, Tenn; and with the Louisville and Nashville either at Jellico—near the Tennessee coal mines—or at Lou-don, Ky.

nico-Bear the Tennester of the new road is great, as it will be air line from Cincinnati to Charleston, penetrating the al and lumber regions of Tennessee as well as the rich ricultural and cotton lands of South Carolina. It will ye no rival in the field, having bought up the charters several smaller lines that might have proved dangerous

POOL COMMISSIONER FINE'S VIEWS.

HIS TESTIMONY IN OPPOSITION TO INTER-STATE

COMMERCE BILLS. Washington, Jan. 26.—The House Committee on Commerce to-day gave a hearing to Pool Commissioner Fink on the subject of inter-State commerce. He sioner Fink on the subject of inter-State commerce. He asserted that the subject was too extensive to be cars fully considered during a session of Congress, and recommended that the committee continue its investigation during the recess, or that a permanent commission be appointed to make a thorough examination of the question and report to Congress. The bill introduced by Mr. Horr, of Michigan, providing for the establishment of a board of commissioners of inter-State commerce. of commissioners of inter-State commerce as a bureau of the Interior Department, was the only practicable meas-ure to be adopted at this time, and its enactment would be satisfactory to the railroad interests, and would meet

the approval of all conservative people.

Proceeding to a discussion of the general subject Mr. Fink addressed himself more especially to the question as to whether the charges for transportation were reasonable. It seems to be taken for granted that railroad companies had been guilty of extortion, and the most extravagant statements had been made to prove assertions to that effect. The people had re-ceived transportation at a low rate and at little profit to ceived transportation at a low rate and at fittle point to the roads and no extortion had been practised. This could be shown from the fact that in 1882, while the capital invested in railroads was seven thousand million dollars, the net earnings were only three hundred millions. The bondholders thus received about 5 per cent and the stockholders about 3 per cent. It might be said that much of this capital was watered stock, but even were half of it watered the interest received on legitimate stock would only amount to 6 per cent, which was not an excessive interest. The charge for railroad transportation was very small and much smaler than the profits charged by the middlemen, who dealt in the artiprofits charged by the middlemen, who dent in the dis-cles transported. Take, for example a suit of clothes worth from \$20 to \$50; the transportation charge from Chicago to New-York was 712 cents-an inap-preciable amount. So on other articles of consumption; the cost of transportation was no item. The committee had no complaints from consumers. The compilates came from middlemen. They did not, how-ever, represent the people, and the committee must not put much faith in what they said. Congress ought not to allow itself to be made a tool of by this class of men. Charges were regulated by so many conditions, such as water competition, that there was no danger that railroads would charge unreasonable rates.

The demand that transportation charges should be just the demand that transportation charges should be just the property but it would be in-

and equitable was right in principle, but it would be inthe proposed surface railroad of Dubruial and Gornall.
The motor is a steel band.
In executive session later they discussed the routes proposed by General Egoert L. Viele.
Charles P. Shaw, counsel to the commission, submitted an opinion in which he declares that the "Commission is outperficiel to locate a route or routes of railway to be

said, on the advantages and value of service rendered.

Speaking of what is called the pooling system, Mr. Fink said it was more proper to call it a system by which the same rates were secured to all persons. It did not regulate the rates. He explained the working of the pool of which he is Commissioner, and said it at first met with great oposition, but a complete reversal had taken place in public opinion during the last five years. He quoted from a commercial paper statements showing that it did not prevent compelition between railroads, but secured a uniform system of rates, preventing fluctuation. Without combination the rates would be constantly changing and thus establing great loss to business mea, besides creating distrust. The pool system does not now exist, but had formerly existed, in England for twenty years, Mr. Gladstone acting as commissioner for three roads in 1856. The Union Pacific Government directors had themselves entered into a pooling arrangement forether with the other directors of the company. He was in favor of the Government's compelling railroads to publish their freight rates and adhere to them. The Government had no right to fix those rates, however. With justice to the railroads this could be done by the Government's purchasing and operating the roads, as in Frussia. This ought not to be done, and could not be done.

In opposing the section establishing a commission to supervise railroads, he said there were 1,200 distinct roads, so far as tariff rates were concerned, and no three or nine men could provide an equilable rate for all these roads. It was the work of thousands. There should be, he admitted, some central control. It was the duty of statuo agents to report all compilation it was the duty of statuo agents to report all compilation. It was the duty of statuo agents to report all compilation of the provise and unjust rates, but the section provise and entered the commercial commercial is sought to prevent unreasonable and unjust rates, but the sections proposing to do thi

In concluding his argument he renewed his recommendation of the Horr bill which provides for the appointment of a commission to precure full and specific information on this subject to be reported to Congress He thought the report of the commission would sustain this bis views on the subject.

experience of the arbitrators are accepted as a surety that the report will show the exact relations of the two companies in the building of the West Shore line.

It has been erroneously reported that Hamilton Fish, it, was a member of the arbitration committee. It is his brother, Suyvesant Fish, vier-president of the Illinois Central Endrod, who was selected. The full committee consists of ex Judge Emott, John G. Stevens and Stuyvesant Fish. They will enter upon the work of investigation at once. When they report the public are ilkely to know as much as the insiders, if not more. The utmost confidence is expressed in the independence and integrity of the committee.

ways in competition to the earrying business of the country.

He dwelt at length on the services rendered in the progress of the United States by railroads in bringing the producer nearer to the markers, and then pointed out the manner in which the Reagan 16H would, in his judgment, hamper the railroad transportation service by restrictions and conditions, and unnecessarily severe penalties.

Coming to the question of the constitutional authority of Congress, he denied that it was empowered by the Constitution to control traffic upon the railroads, or fix or limit the rates to be charged on sack traffic, and, reviewing the decisions of the Supreme Court civel by the friends of the bill, as evidence that the Court acknowledged such nover had the issue directly presented to it.

THE NORTHERN PACIFIC LAND GRANT. ARGUMENT BEFORE A SENATE COMMITTEE AGAINST

TIS FORFEITURE.
WASHINGTON, Jan. 26.—Robert Harris, Presi-Lie hour. Mr. Kimball states that the matter in dispute between the Burlington and tripartite treats was rathed over, and that an agreement was practicably reached, so that there is little doubt that the treath will be audicably adjusted and a war in rates avoided. He declined to state the terms agreed upon. It is barried that a private disputed was received from leaver last evening that the war in freight rates on Utah between the terms agreed upon. It is also asserted that the trouble in the Utah passenger pool has been practically adjusted.

The Collaborations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the grant forfeited that have prevailed in Congress heretofore should be considerations for not declaring the distance of may be a latter of tangent and the grant forfeited that have pre 1870. It was then pushed with the utmost energy unti-the collapse of 1873. It was only upon that provision in its charter by which the lands granted could be used only for the purpose of completing the road that the company was able to obtain the means of going on at all, being able, under this provision, to assure investors that if the Northern Pacific Company did not complete the read other companies would take the lands and complete it. The provision bearing on this matter was Section 9, as

follows: "And be it further enacted that the United States make the several conditional grants herein, and that the said Northern Pacine Railroad Company accept company make any breach of the conditions hereof and then in such case at any time hereafter the United Status by its Congress may do any and all acts and things which

After a period of only four months of receivership, the company was placed in a position to go shead at the car-liest moment money could be had. Men could do no more than was done thereafter, and it is impossible for the government to command any other means for com-pleting the enterprise than the Northern Pacific Company itself offers. Good faith to the thousands of persons who have settled and are now settling on Processing Sound, looking to the completion of the Cascade division and their direct connection with the East, should be an unanswerable reason why Congress and the Government hould do nothing toward checking or delaying the work. Mr. Harris said the entire length of the road when completed will be about 2,400 miles, of which 1,900.

of the South Carolina division fifty-nine miles are already graded. Connections will be made with the South Carolina Railroad at Airce, with Charlotte, Pacific road followed Mr. Harris. He referred to the anguage of the charter of the company, argains that as no right of revocation of the grant had been inserted therein, no such right existed in Congress. The courts alone could lay the basis for the re-entry of the lands, and they only upon a showing that the company had rooken its contract. He admitted no such breach. The sharter was not only a law, but a contract, and Congress was not alone a grantor, but a party to the contract in the matter of police power and regulation. Congress had a right, but in so far as the property right are possessed Congress had no power to act, except to further the couls of the original grant, namely, to secure the completion of the road.

and one baggage and express car. Engine No. 17, which took a prize at the Louisville Exposition last Year, will draw the train from Washington to Danville and from that point to Atlanta a heavy Baldwin locomotive, capable of high speed, will be used. Stops will be made only at a dozen places between New-York and Monigomery. An arrangement will be made, it possible, with the Louisville and Nashville people to use their line from Montgomery to New-Orleans, by way of Pensacola Jonetion and Mobile. The schedule time of the new train will be about thirty-five miles an hour. The running time between New-York and New-Orleans would be thirty-nine hours; the present time is fifty four hours.

Lebanon. The object of the company is to build a line of railroad from East St. Louis to a point in Crawford

Boston, Jan. 26.-8. M Felton, j... formerly General Manager of the New-York and New-England Railroad, has accepted the position of assistant to the president of the New York, Lake Eric and Western Rail-

HARRISDURG, Penn., Jan. 25 .- A charter was issued at the State Department to-day for the Pittsburg, Knoxville, and Beltzhoover Railroad Company, the line of which will extend from Pittsburg to knoxville, a distance of two miles. The capital is \$100,000. PORTLAND, Jan. 26.—In the suit of Wells, Fargo & Co.

against the Oregon Railroad and Navigation Company, involving the right of the former to send their express matter in charge of their pursers over the lines of the lat-ter company, Judge Deady in the United States Court de-cided in favor of Wells, Fargo & Co.

GOOD SKATING BUT POOR SLEIGHING.

PAULSEN WINS THE TEN-MILE RACE-THE WEATHER AND THE STREETS YESTERDAY.

When the sun rose yesterday it was obscured by a fringe of gray clouds which hung above the eastern horizon, but as the morning sped the clouds were dispelled and the day passed clear and cold. There was a chill wind abroad which chased particles of dust along the streets and brought the blood to tings every cheek. -Ice gleamed on every path, and the rise and fall of man was a source of constant and painful annoyance.

While upper Seventh-ave, and Jerome ave, offered road heds of ice to the sleighers, the avenues and streets in the city were denuded of both snow and ice. Belgian pavement appeared before every stable door, and the main reason why the inns about McComb's Dam Bridge were not crowded was because the sleighs would have been pulled to pieces before they reached the snow. The race for \$1,000 between Clover and Crownpoint Maid was prevented by the ugly bits of dirt that showed in the

was prevented by the ugly bits of dirt that showed in the farrows of the road.

It was feared that the rain of Thursday and the warm weather of the early week would stop the skating, but far from preventing it, the rain flooded the surfaces of the lakes and on Friday morning the skaters found before them an unbroken sheet of ice, which sparkled and crackled beneath their skates in a way that it has not done before this season. There were nearly 20,000 persons on Central Park Lake at different times in the day. Harlem River was crowded in the evening.

The international skating race, for the amateur championship of America, at ten miles, took place at Washington Park, Brooklyn, Friday evening, Ninetsen well-known skaters were entered for the contest and eighteen started at 8:40 in the presence of fully 4,500 people. Phillips took the lead at the start, but retained the advantage for only about 100 yards, when Paulsen, the Norwegian, went into the lead and held it to the end, winning easily in 39 minutes and 7½ seconds. Elliott, of Montreal, finished second in 42 minutes and 10 seconds. The lee was in excellent condition. The first prize, a gold and diamond badge, was presented to Fanisen and apparate. The second prize was a gold medal and the third prize was a siver medal. Elliott entered a protest, asserting that Paulsen was a professional and entered mistance were beaten. The best provious time, 42 minutes and 5½ seconds, was made recently in a race at Montreal. Montreal
A five-mile skating race took place yesterday after noon
t Washington Park, Brooklyn, for the junior championhip. There were nine entries. The race was won by
laster Rivers, age fifteen, who covered the five miles in
2012 seconds. Joseph Donahue was see-

PARTY CANDIDATES IN THE WEST.

A TRIBUNE reporter met, at the Coleman House, General Thomas G. Rosser, of Minnesota, who said in answer to inquiries:

"Minneseta Republicans are for Blaine first and fore-most. He is the man at the mention of whose name they most. He is most. Their second choice is Lincoln. Logan does not suit them at all. Why, if the selection of a Presidential nomince was left to Hilnois, Logan could not get

"There is no sign in his favor. The very thought of put ng a man back into the Presidency who came there first rough the hand of an assassin mobnoxious to the pub-mind in the West. But Arthur's health will take him

lie mind in the West. But Arthur's nealth will take him out of the race."

"Why, he is said here to be well, and says so himself."

"I don't care what is said. I was in his office in Washinzton before coming over here, and I never saw such a change in a man in my life. I was startled at first."

"How is General Sherman regarded in the West I?

"He could carry his parry vote, but no more. He would awaken no enthusiasm. Blaine is the man of the people's choice. He is the leader of his parry—a great leader—head and shunders above then all. Why, if Blaine could be nominated and elected, Demerrat as I am, I don't believe I would regret it."

"What about the tariff in Minnesota?"

"We are upon the fence at present. Our grain is ground up into breadstuffs at home. Minneapois family flour is displacing that of litchmont and 81. Louis. The consumption is largely at home also—that is, in the United States."

"Who is favored for President by the Democrats!"

United States."

"Who is favored for President by the Democrats!"

"Payne. There is no other man talked of now. He will
tet the nomination by acclamation, the way things are
oing now."

THE PICTURES OF THE YEAR.

AN BLUSTRATUD LECTURE BY HENRY BLACKBURN, OF LONDON.

In the lecture-room of the National Academy of Design, last evening, Henry Blackburn, of London, de-scribed the pictures of the year in the Royal Academy, the Grosvenor Gallery, and the Paris Salon. His discus-sion of each artist was illustrated by photo-engraving and pen and ink reproductions of the more prominent pieces the dependence. The artists whose works were disin the stereopticon. The artists whose works were discussed and illustrated were Sir Frederick Leighton, Alma Tadema, Frith, Millet, John Gilbert, Hubert Herkomer, Frank Dixie, Perugini, Barnard, Johnson, Marcus Stone and Henry Moore, from the Royal Academy; Burn-Jones and Albert Moore, from the Grosvenor Gallery and others from the Salon. He said in part:

Jones and Albert Moore, from the Grosvenor Gallery; and others from the Salon. He said in part:

The aspect of a popular and successful European painter is a life of unrealited labor and exertion. The tendency of the time is in invitation of artists like Bottoman Hant, whom Ruskin sent to spend a whole winter in the Hely Land painting a dying goat. Frith's works are not appreciated by the English public, because they deal with commonplace thenes. Better judges, however, agree that he has the greatest power of reproducing his own time. Men are more interested in Jockeys, horses and men about town than in heroes, martyrs, saints and kings. The humbleness of subject in Manteliore's farm horses should teach Americans one lesson: that subjects enough for genius may be found near at hand, without the travel to France for inspection, which young painters regard as so indispensable. The most striking piece in the Paris Salon was a large painting of the Crueffrion. It brought forcibly to my mind the extreme lack of religious art in England. At the same time, the note in the catalogue, "He called hinself the Son of God," showed the secution. In this lies the greatest danger to young American artists who study in Paris. What, however, may be learned in France is the skill in details of portrait painting.

VOLUANIC DUST AND THE SUNSETS.

Professor Albert S. Bickmore lectured before the Teachers' Association in Chickering Hall, last even-ing, upon "Corals and Coral Islands." The lecture was illustrated by magic lantern views prepared by negatives taken by the instantaneous process. In describing the late volcanic eruptions in the islands of Java, Professor

Bickmore said:

It is possible that a great part of the millions of tons of dust which was thrown into the air by these emptions, to

The general design of the lecture was to show the teachers how to use photography in the study of animal

A LITTLE TURK'S UPS AND DOWNS.

had a right, but us of far as the property right are condectioned competed no power to act, except to under the cube of the original grant, namely, to seeme the completion of the road.

A FAST TRAIN TO NEW-ORLEANS.
RIGHMOND, Jain. 26.—Ht is stated that the Virginia Midland and the Richmond and Danville managers are soon to establish a limited express of Pullman cars between New-York and New-Orleans, by way of what is generally known as the "Pedmont Art Line." The proposed plan is to attach a hotel car-to be called "the New-Orleans sleeper"—to the Washington there will be added another hotel car for New-Orleans, a buffet ear for Augusta and points in Florida, z mail car and one baggage and express car. Engine No. 17, which took a prize at the Louisville Exposition last year, will draw the train from Washington to Danville and from that point to Atlanta a heavy Baidwin locomotive, capable of high bus used. Stops will be made only, a marrange places between New-York and Danville and places between New-York and New-Orleans, by way of Pensacola Jonetion and Mobile.

The schedule time of the new train will be about thirty dive miles an hour. The running time between New-York and New-Orleans, by way of Pensacola Jonetion and Mobile.

San Francisco, Jan. 26.—The Japanese Government while worleans while and the new train will be about thirty dive miles an hour. The running time between New-York and New-Orleans, by way of Pensacola Jonetion and Mobile.

San Francisco, Jan. 26.—The Japanese Government has issued a new loan of \$18,500,000 for railway construction, which is redeemable in thirty year at an anual drawings.

MISCELLANEOUS RAILROAD INTELLIGENCE.
CHICAGO, Jan. 26.—Articles for the incorporation of the Cincinnati and St. Louis Railway Company were filed to-day. The capital is \$5,000,000. The incorporators are L. D. Saxton, of Hillsboro, D. D. Fisher and A. B. Sewall, of East St. Louis, Jean Webb and H. H. Homer, of Lebanon. The object of the company is to build a line of railroad from East St. Louis to apoint in A forlorn looking, friendless object was a little Turk who stood in Broadway, near Ninth-st., yes-

CATTLE DISEASE AND THE HOG QUES-

TION. TWO MATTERS THAT INTEREST THE COMMISSIONER

OF AGRICULTURE. Dr. Loring, the Commissioner of Agriculture, who was seen at the Fifth Avenue Hotel, in response to an inquiry about the latest news from his department,

"We have two matters engaging our attention, the cattle disease and the American hog question. The cattle-growers of the West are in panic over the hirking seeds of pleuro-pneumonia that hve basen discovered in cattle East. It has been found prevalent to a considerable extent here in New-York, in Brooklyn, and other points in this section. The convention at Chicago peti-tioned Congress for a rigid law by which the disease might be summarily rooted out. The Western cattle men have a delegation in Washington now to urge such a law, and to help to arrange its provisions. It is prob

able their efforts will succeed.
"The question of our pork product will, I think, be tied soon. In about two weeks, a commission of which I am a member, and Professor Chandler, of New-York another, will be ready to make an exhaustive report on

another, will be ready to make an exhaustive report on the whole sub'ect. There will be a recommendation that provision be made for inspectors of packing-houses, This, ought alone to satisfy the foreign governments. But the facts about trichinae will also be set forth. It is demonstrable that the insect cannot live in saited porty about the foreign governments. But the facts about trichinae will also be set forth. It is demonstrable that the insect cannot live in saited porty about the properties. It action is taken to provide inspectors, and thus insure purity in the pork exported, and there is also shown to be positively no danger from its consumption, I think the interdicts of Prance and Germany will both be ralsed.

"By the way a curious statement regarding the action of the French Government has just come to my knowledge. I have a very intelligent and careful correspondent in London, Dr. Murray. He has been in this country for a short time, and is now about returning to England. He tells me that he has learned from pork houses in New-York that when the interdict of France was suspended for a short time, agents of the French Government hought largely of the hog product here for the use of their army in Touquim. Almost immediately after the purchases were made, the interdict was again put in force."

Younger brothers, were shackled together with long hains and removed to different points in the prison

chains and removed to different points in the prison grounds. Immediately after the converts had been removed a cry was raised that a man was confined in cell No. 200. George P. Dodd rushed into the building, reached the cell of the convict, who proved to be a new man in the prison, and in a few minutes returned, having the rescued prisoner.

A special to The Journal from Stillwater says that the convicts are behaving well. They have been housed comfortably in an adjoining foundry, with plenty to eat, and are guarded by the militia. It will be some time before the building can be replaced and made temptage to Minneapolis and St. Paul asking how many the county joins in the two eitles can accommodate, and also to the State prison at Waupon to make arrangement for the incarceration of the Youngers and other important convicts, as the county jails are usually too untrustworthy.

Cancaco, Jan. 26.—Senator Sabin, of Minnesota, who is also president of the Northwestern Car Company, which

also president of the Northwestern Car Company, which has a lease of the convict labor at Stillwater, is in town and says that all of the loss falls on the State. The total loss sustained by the car company is in the way of office furniture, and will not exceed \$1,000. All the books and documents, as well as Senator Sabin's private papers, are eafe in the vault.

A FERTILIZER FACTORY BURNED.

Baltimore, Jan. 26.—The fertilizer factory I L. Seldner & Son, located on Curtis's Creek, Anne Arunel County, was burned on Thursday morning. The los estimated at \$50,000 and is fully covered by insurance. \$10,000 of which is on the building, \$25,000 on the ma chinery and \$26,000 on the stock, placed as follows: Liverpool and London and Globe, \$2,500; Citizens' Mu-tual, Mobile, 2,500; Mobile Mutual, \$2,500; Hartford, Mohle, A. Soli, and S. A. Salida, A. Salida, A. Salida, Mohle, A. Salida, M. S. Salida, and S. Salida, A. Salida, A. Salida, S. S York, \$2,250; Americae, of Financian acquaic 2, 308, Feb. sylvania, of Pittsburg, \$1,000; People's, of New-York, \$1,000; Commercial Union, \$4,000; Imperial, \$1,500; City of London, \$3,000; Washington Fire and Marine, of Mobile, \$1,000; National, of New-York, \$1,000; London and Lancashire, \$1,500; Royal, \$1,500; Manufacturers and Lancashire, \$1,500; Royal, \$1,500; Manufacturers
Fire and Martine, \$1,000; Boylston, \$1,000; Queen
\$2,500; Hamburg and Bremen, \$2,500; Cooper, of Dayton, \$1,250; Commercial, \$1,500; New Orleans, \$1,000;
North America, \$1,250; Shoe and Leather, \$1,000; Fire
Association of Philadelphia, \$3,000; North British and
Mercanitie, \$2,250; Mechanics, of Philadelphia, \$1,250;
Kenton, of Kentucky, \$1,500; First Nathonal, \$1,000;
Firemen's Fund, of San Francisco, \$2,000; Delaware, of
Wilmington, \$1,000; Cooper, of Dayton, \$1,500.

NEWSPAPER OFFICES BURNED, CINCINNATI, Jan. 26 .- A fire at Xenia, Ohio his morning, burned the Union block. The Democrat News printing office was destroyed. The Republica printing office was bally damaged by water. The total loss is estimated at \$75,000. William Powers had his skull crushed by a failing brick.

WOOD WORKS BURNED. PHILADELPHIA, Jan. 26.-A fire at noon destroyed the Perseverance Wood Works of Mahion Fulton, a three-story brick building on Ninth-st., above Oxford-st.

The loss will amount to \$40,000. The insurance is \$15,000. A number of dwellings in the vicinity were maged to the extent of \$5,000. DEATH OF A WHITE HOUSE NURSE. Boston, Jan. 25.—Rebecca R. Pomerov, atron of the Newton Girls' Home, is dead. She was

tricken down last night with angina pectoris, and did not recover. She had spent many years in caring for the sick and suffering and the poor and friendless. In war times she was engaged during part of President Lincoln's term as a nurse at the White House, attending his son Willie on his death bed. She wrote a book entitled "A Book of Echoes from the Hospital," based on her exten-KILLED WHILE COASTING. BABES FROZEN TO DEATH IN BED.

INDIANAPOLIS, Jan. 25,-A despatch from

Liberty Mills, Wabash County, to The Journal, says: "The twin babes of Isaac and Rebecca Martin were frozen to death in their crib, which had been placed in a fireless room. They were three months old. Martin visited the crib during the night and found one babe dead. The other was suffering severely and soon died. The clothing was frozen to the bedies of the infants."

REAL ESTATE DEALINGS.

LITTLE ACTIVITY IN THE MARKET.

BROKERS WAITING FOR THE SPRING SEASON-BUSI-NESS OFFICES IN DEMAND.

BROKERS WAITING FOR THE SPRING SEASON—BUSINESS OFFICES IN DEMAND.

In real estate circles the same story of quiet dealings was told last week as has been recounted since last autumn. Brokers are now looking forward to the approaching spring season, but not with the same hopefulness as they regarded the coming season at this time a year ago. Then there was a hope that almost reached expectation that a "boom" in the market would be developed, while now little change in prices is looked for. The spirit of speculation is so languid, and investors are so cautions, that dealers will be satisfied if the real estate market holds its own as well as it bas done for a year. Many persons look for a beneficial effect on the exchanging of property from the formation of the Real Estate Exchange, but, as it will be many months before that institution reaches a thorough organization, its influence will hardly enter as a factor in the situation in time for the spring trade. Building operations do not promise any brilliant achievement. Builders are not hampered by the restless spirit among laborers, which led to the strikes of last antumn in the building trades, and in this respect an influence discouraging to operations has been removed. Workmen are recognizing the fact that the condition of business does not yield profits to employers which can be shared with employes upon their demand. Nevertheless, the immediate outlook in real estate does not warrant building enterprises except those of the most conservative character, and speculative building is bound to receive a check, this year, on account of the timidity of investors and the lower prices realized on houses nearly everywhere.

The amount involved in the conveyances last week was \$2,577,877 against \$2,802.351 in the corresponding week a year ago. The Record and Guide, in speaking of renting, says:

In the dry goods district, where the renting year com-

of renting, says:

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In the dry goods district, where the renting year commences on February 1, the season may be said to be over and the result can hardly be said to be satisfactory to the Inadiords. Large stores on the ground floor are not in active demand, but there are plenty of applicants for cheap upper stories and lofts.

and the result can hardly be said to be satisfactory to the handlords. Large stores on the ground floor are not in active demand, but there are pleaty of applicants for cheap upper stories and lofts.

Nevertheless the renting business in down town offices generally is good, the inquiry being surprisingly active, in view of the state of trade, and the prices commanded being strong. In spite of the multiplication of big down-town office buildings the room provided does not show any tendency to exceed the demand, and the fact that these rentals yield a fair income upon the investment is shown by the excellent prices brought by nearly every kind of business property offered in the market.

Among the private transactions last week were the change of ownership in numerous vacant realty. Four lots at Eighth-ave, and One-hundred-and-twenty-second-st, were bought by John M. Pinkney from W. C. Lester for about \$24,000. Ten lots at Third-ave, and Ninety-sixth-st, have been purchased by Dinkelspiel & Hyman from the Coddington estate for \$57,500. James H. Coleman sold to Michael P. Breslin three lots in Forty-eighth-st, east of First-ave, for \$4,250 each. Mr. Breslin will creet a large eigar factory on the property. Ten years ago three adjoining lots brought \$6,500 each. Two lots in One-hundred-and-tyenthed-st., west of Ninthave, have been bought by James Murtaugh for \$6,000. Four lots at One-hundred and-fortieth-st, and Old Broadway brought \$12,000, the purchaser being P. Donohue, J. M. Horton & Co. bought a lot in One-hundred-and-twentieth-st,, east of Thirdave, for \$4,500. The congregation of B'nai Jeshurun Synagogue have puchased three lots in Madison-ave, south of Sixty-fifth-st, for \$100,000. No. 34 West Forty-sixth-st, has been sold to H. Strollmeyer for \$55,000. Richard McNamee bought of John Davidson No. 22 East Sixty-fourth-st, for \$46,000, No. 442 West Seventy-third-st, has been sold by Francis Crawford to John T. Lockman for \$46,000. The buildings Nos. 393 and 395 Broome-st, and 9, 10 and 11 Centre Market place

THE SUPPLY OF COAL TO THE POOR.

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ANOTHER APPROPRIATION REFUSED BY THE BOARD OF ESTIMATE AND APPORTIONNENT.

President Porter of the Department of Charities and Correction asked the Board of Estimate and Apportionment yesterday to transfer \$15,200 26 from unexpended balances to buy coal for the out-door poor. The department, last fall, asked for \$40,000 for this purpose, and \$20,000 was granted. Mr. Porter said that \$14,000 had been expended since January 1. There had been 9,562 applications for coal this year, and 3,380 families had received one-half ton each. The reduction in the item, Mr. Porter added, had been made at the request of Mrs. Lowell, Mr. Pellew and other charitable people, who had assured the Board that private institutions would supply the worthy families with coal. This had not been done, although the Commissioners had offered to send the applications to the charitable societies.

Mr. Asten—This is not a new thing. Wealthy persons have come before this Board for three years and given us to understand that, if no money was given for this item, they would see that the worthy poor were taken care of. Brooklyn and Phillatelphia have stopped this distribution. I am opposed to granting the transfer, because I think it is illegal; because I think the poor will be cared for; and because, if they are not, the Commissioners should use a portion of the money for supplies.

Mr. Kirk favored the transfer and voted for the resolution; the Mayor, the Controller, and Mr.

delivering coal now."

The Commissioners of Accounts sent an amended request for a transfer of \$6.336 56 from unexpended balances for clerk hire, and stated that they disclaimed any discourtesy to the Board of Estimate or any of its members in the former letter. The opinion of Coutroller Kelly, given in 1879, that the Board of Estimate of the Country of the Countr

Kelly, given in 1879, that the Board of Estimate had no authority to make transfers to the Commissioners of Accounts, was read by Mr. Asten. Action was deferred until the next meeting, on the request of the commissioners. The question of new contracts for street cleaning was also deferred. Commissioner Coleman explained the difference between the old and the new contracts, and Mayor Edson said that with a few modifications he preferred the old contract.

NATIONAL GUARD NOTES.

NATIONAL GUARD NOTES.

Major-General W. F. Regers, commanding the 4th Division, has appointed Lieutenaut D. F. Stiles, 10th United States Infantry, Divisional Inspector of Rille Practice.

Lieutenaut D. Chauncey, jr., of the 7th Regiment, has resigned, and First Lieutenaut elect J. C. Harper, and Second Lieutenaut Edward E. Sage of company I have been ordered to appear before the February session of the Examining Board. This company received possession last Thursday of the chair won by it from the 13th Regiment in an athletic contest on Thesday. The company now enjoys the reputation of being the athletic company of the 7th Regiment.

The Executive Committee of the 7th Regiment Gymnisium Association has presented to Sergeant

The Executive Committee of the 7th Regiment Gymnashum Association has presented to Sergeant W. Sprague, of Company C, a handsome gold watch as a mark of appreciation of his services.

Lieutenant-Colonel Montgomery, of the 9th Regiment, has resigned, and Major Rand has been nominated for the vacancy. A non-commissioned officers' association has been formed in this regiment with Adjutant Bartlett president, Sergeant Glover vice-president, Sergeant Van Vleck treasurer, and Sergeant Austen secretary. Captain Joseph Carberry's company will hold its annual reception at the Lexington Avenue Opera House on Thursday.

No candidate for the Coloneley of the 13th Regiment has yet appeared. Lieutenant and George H. Hunt Second Lieutenant of Company C.

Lieutenant-Colonel H. W. Mitchell, commanding 14th Regiment, has issued orders confining company drills to instruction in the "school of the soldier," Leutenant John J. Dixon has been elected Captain of Company A, vice Thorn, resigned, and Thomas M. Harvey has been elected First Lieutenant.

Captain Henry J. Richardson, 47th Regiment, has resigned.

Major H. H. Landon, of the 71st Regiment, has

resigned.
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A RUNAWAY IN FIFTH-AVE.

A RUNAWAY IN FIFTH-AVE.

A team of spirited horses attached to a light sleigh and driven by Dr. James Irvin, of No. 363 Fifth-ave., took fright and became unmanageable in Madison-ave., above Fifty-ninth-st., at 3:30 p.m. yesterday. The sleigh was upset and Dr. Irvin was thrown out, but he escaped with a slight injury. The horses ran at a gallop down the avenue. John Connell, a man seventy-live years old, who was crossing the avenue at Fifty-ninth-st., threw up his hands and shouted. Instead of stopping, the horses ran directly over him. Midway in the block between Fifty-eighth and Fifty-ninth sts, was an excavation made by workmen who were searching for a leak in a gas-pipe. One of the horses fell into the pit and dragged the other to the ground. A policeman saw that the horse in the pit had broken a leg, and was injured so badly that it could not recover, so he shot the suffering brute. Persons who went to the assistance of Connell found him helpless. Dr. Irvin had the old man removed to St. Luke's Hospital. The surgeon said that he had received serious internal injuries, but that his bones were not broken. He could not tell where he lived.

KILLED WHILE COASTING.

Charles Scheubert, age fourteen, living at No. 78
Prince-st., Newark, was killed yesterday morning
while coasting in Waverly-place. He struck a passing wagon while going at a high rate of speed, and
was so severely injured in the breast that he died
while being taken home. At about the same time a
horse belonging to Joseph Schnitzer was knocked
down at Washington and Kinney sts. by a "bob"
sled on which were five boys, four of whom were
slightly injured.

A coasting sled on which were four boys—James
Scaulon, James Sherry, Timothy Scaulon and James

A coasting sled on which were four boys—James Scanlon, James Sherry, Timothy Scanlon and James Ellis—came into collision yesterday afternoon with Kerin Brothers' grocery wagon at Summit-ave, and Grand-st., and all the boys were more or less scriously injured. The wheels of the wagon passed

over Timothy Scanlon, and the horses kicked Sherry and Ellis.

INSURANCE NEWS AND INCIDENTS.

INSURANCE NEWS AND INCIDENTS.

The returns which the life insurance companies are making show growth in new business, especially in industrial life insurance. Three companies are transacting this sort of business, the Met opolitan Life and Germania Life, of New-York, and the Presidential Life, of Newark. The principle of insuring for small sums, and dividing the premium into small weekly instalments, has become popular. Probably a million industrial poincies are new in force, the greater number being held in cities and large towns. This system of life insurance has proven a success in England and other European countries. Most of the solicitors employed by the American industrial companies are foreigners.

Fire underwriters are giving a great deal of attention to the question. Is cotton in the South, as at present housed and handled, insurable? The great losses which have occured within a few months have opened the eyes of the underwriters to the necessity for advancing rates materially. A meeting will be held at Atlanta, Ga., in a few days, to take action in regard to an advance in certain rates. The gathering will be attended by prominent underwriters from New-York. During the cotton season, the losses by the burning of this staple averages about \$500,000 per month. This is a drain which fire insurance at present premium rates cannot stand. It is the opinion of New-York underwriters that these losses may be prevented, in part, by dividing all cotton warehouses into compartments.

The Heckly Underwriter yesterday printed an ex-

part, by dividing all cotton warehouses into compartments.

The Weekly Underwriter yesterday printed an exhibit of the aggregate business of American fire insurance companies during 1883. It is the first compilation in the field, being ahead of the official reports. The statement comprises the business of 125 companies, and is as follows: Cash capital, \$56,065,020; total assets, \$137,332,697; reinsurance reserve fund, \$30,074,950; habitities, \$99,877,133; net surplus, \$37,455,564; het fire premainms, \$40,098,511; fire losses, \$26,924,572; dividends, \$6,035,085; total expenditures, \$56,573,048.

CHARGES OF BRIBERY IN BROOKLYN.

Concerning the recent attempt to organize the Brooklyn Board of Aldermen by bribing members another Alderman, Paul G. Grening Republicanly yesterday stated that he knew of the alleged bribe of \$1,000 offered to Alderman Roesch, the present City Clerk, W. J. Tate, being the tempter. The plan, Mr. Grening says, was for a combination of five Republicans, four Independent Democrats and one regular Democrat (Mr. Roesch, of the Third District). Mr. Grening says was for a combination of an one regular Democrat (Mr. Roesch, of the Third District). Mr. Grening says that he saw Mr. Tate on Saturday, January 19, before any "deal" had been made, and Mr. Tate proposed a way out of the deadlock by electing Mr. Quintard President, Charles H. Burtis City Clerk, and making Tate his deputy; the other clerks were to remain with few changes, except one, and all the Aldermen in the combination were to use their influence to get him another desirable place. The vote of the tenth Alderman, who, according to Mr. Grening, Mr. Tate said, was to be Roesch, would be had for a consideration, namely, the disposition of an office (the keeper of the Truants' Home), and the sum of \$1,000, the money to be raised among the clerks of the City Clerk's office. Mr. Grening says that he objected, that such a course would not be proper, and that Mr. Tate said the "regulars" would capture Mr. Roesch by Monday. He was afterward told that Roesch never intended to make any "deal." Mr. Tate is expected to deny Mr. Grening statements in the Board to-morrow.

RUGG SUSPECTED OF OTHER CRIMES. CHARGES OF BRIBERY IN BROOKLYN.

RUGG SUSPECTED OF OTHER CRIMES.

The excitement over the murderous assault upon Selah Sprague, of East Meadow, L. I., on Friday morning, has abated little, although the perpetrator is safely lodged in the Queens County Jail. The prisoner, Charles A. Rugg, has lived in Oyster Bay for several years. Early last spring, while he was in the employ of William Ludlum, the house of Mrs. Anstice and the tailor-shop of Mr. Gitto were entered by a burglar. The intruder, which was believed was Rugg, fired two shots and fled. Rugg's wife says that she has not seen her husband for over a week. District Attorney Fleming says that by the arrest of Rugg he has the key to several crimes that have been committed in Queens County within three months. Officers Buhler and Fratt visited the pawnshops in this city yesterday and recovered some small articles of jewelry represented by the pawn tickets that were found upon Rugg. Mr. Sprague was considered better by his physicians last evening, but he was still unconscious. Many threats are made that if Rugg is taken to Hicksville on Tuesday for examination he will be lynched. RUGG SUSPECTED OF OTHER CRIMES.

TICKET THIEVES ARRESTED.

ment bought largely of the hop product here for the use of their army in Tonquin. Almost Immediately after the purchases were made, the interdict was again put in force."

TRANSATLANTIC TRAVELLERS.

Among the passengers who arrived on the steamer Baltie yesterday were Hermann Arnold, Mr. and Mrs. Sylvester, F. B. Thurber, R. E. Loekwood, J. S. Wishart, A. Schumacher, Hugo G. Velth, A. E. McLeed, Theodore Ring, Mrs. King, James Brayley, W. R. Barber, A. P. Conture, S. T. Corzens, K. D. Dunlop, Henry Goulding, J. S. Gates and L. H. Dupuls.

THE FIRE KECORD.

DESTRUCTION OF A STATE PRISON.

MINNEAPOLIS, Jan, 2G.—A fire broke out in the state Prison at Stillwater at 11:45 last night, and in spite of every cliot all the buildings were destroyed. The loss is \$50,000,00 on which there is a partial imagrance. At one it became evident that the prison was doomed, and company K, of the State Millets, was called upon to assist in removing the convictes, were shackled together with long chuins and removed it of different to grant and the company K, of the State Millets, was called upon to assist in removing the convictes, were shackled together with long chuins and removed to different services. The company K, of the State Millets, was called upon to assist in removing the convictes, were shackled together with long chuins and removed to different services and removed to different services of the prisoners at Police Headquarters.

The Commassioners of Accounts sent an amended Younger brothers, were shackled together with long chains and removed to different services and produced the police on January 7 that a bundle of Loud for the cent tickets were cent tickets and they may be cent tickets and they may be cent tickets and they may be stated that the persons who are the commissioners should use a price of every clind. The persons is to the commissioners should use a price of every clind and the police on January 7 that a bundle of Loud for the cent tickets were cent tickets and they may be cent tickets and they may be contr

CHANGES NECESSARY IN THEATRES.

In his last annual report to the Fire Commissioners, the Inspector of Buildings wrote: "There are some theatres, the owners of which have not complied with the notices served. These cases have been forwarded for prosecution." Mr. Easterbrook was asked yesterday to name the theatres. He replied:

They are the Thalia Theatre, formerly the old Bowery, the Cosmopolitan Theatre at Broadway and Forry-first-st, and Daly's Theatre in Broadway near Thirtieth-st. One or two other theatres would have been included, but the owners have promised to make the needed alterations, None or the places mentioned, however, are so educationable as were the Standard Theatre and the Windsor Theatre which were burned up. The Thalia Theatre needs a fire-proof prosecution wall in place of its present one, and the same objection applies to Daly's Theatre. In the Cosmopolitan Theatre there is no proper separation of the stage from the auditorium.

INCIDENTS OF CASTLE GARDEN LIFE.

INCIDENTS OF CASTLE GARDEN LAFE,

Joseph Rescaberg, a boy of thirteen, who arrived from Russian Poland a short time ago, was one of the applicants at Castle Garden yesterday for free passage back to his home. He said he was invited to come to America by his uncle, and his grandmother paid his passage over; but when he got here his made refused to do anything for him. A little party of five children, their ages ran ing from five to ten years, arrived yesterday on the steamship Denmark from Liverpool, and they will be sent to their parents, who five at Sanoyside, L. L. J. Hagen and his two sons, German immigrants who arrived here in July, will be sent back by the Commissioners of Emigration, as they are destitute and have been in two poor-houses on Staten Island.

POISONING HERSELF BY ACCIDENT. POISONING HERSELF BY ACCIDENT.

A family of Italian rag-pickers, at No. 11 Pell-st., consisting of Antonia Bucciarelli, his wife and swo children, were poisoned on Monday evening. The woman had found a package of rat poison in an ash barrel, and, mistaking the powder for flour, she had mixed it with other flour in a dish of "noodles." Her husband and children are sparingly of the dish, but she made a full meal of it. They were sick all night. Dr. Schmitz, of No. 79 Mulberry-sic, was called to attend them on Tuesday morning, and he found them suffering from gastrits, due to arsenie poisoning. He prescribed an antidote which saved it elives of the fatter and the two children, but the woman died on Friday night. She was called Theresa Pepe by the other Italians in the house.

GRATITUDE TO MADAME JANAUSCHER. GRATITUDE TO MADAME JANAUSCHEK.

A committee of New-York Lodge No. 1, Benevolent Protective Order of Elks, comsisting of E. S., Emmett, A. Stalker and M. Mullane, waited upon Madame Janauschek at the St. Nicholas Hotel yesterday, and presented her with a handsome gold badge, typical of the order, as a mark of the friendship and gratitude of the lodge for the valuable aid she has from time to time readered their charity fund. Madame Janauschek expressed her thanks, and said that it would always afford her pleasure to contribute her services to so deserving a charity. The badge bears the inscription "Souvenir of Friendship to Madame Janauschek—B. P. O. E., New-York Lodge No. 1." Agnes Booth and Clara Morris are to be presented with badges of similar design by the same lodge.

CHINESE NEW YEAR'S DAY. CHINESE NEW YEAR'S DAY.

Yesterday was the Chinese New Year; but it was not celebrated with much enthusiasm. A TRIBUNA reporter visited the Chinese Consulate at No. 95 Chinton-place, and saw Ou Yang Ming, who is passing his first winter in New York. He was warmly although queerly clad. None of the principal merchants had called upon him, he said through an interpretor. There were a few Chinamea lounging about in their best clothes in Mottest. A little knot of juvenile thieves were watching them and jeering them. Here and there were signs of decoration, drapery of a bright red color upon street signs, and inside gift objects of small size and nondescript shape, in which were stuck two or three of the short tail feathers of the peaceck.

THE SWISS BENEVOLENT SOCIETY.

THE SWISS BENEVOLENT SOCIETY.
The Swiss Benevolent Society held its annual meeting last evening at the Swiss Home, No. 108 Second-ave. The following officers were elected: President, August Richard; vice-presidents, Charles Perret, Emil Durr and J. Garnaus; treasurer, A. Houriet; and secretaries, William Pignet, J. Dubois and C. Herzel. The treasurer's report showed the society to be in good financial condition. The total receipts from all sources were \$28,029 86. The balance on hand was \$39126.